



**There is funding for  
walking, bicycling, and  
Safe Routes to School in  
every state, for  
communities of ALL sizes**

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**HELLO**  
MY NAME IS

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*(she/her)*

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# Safe Routes

## PARTNERSHIP

*Active Paths for Equity & Health*





# Transportation Alternatives



## The #1 source of federal funding for bicycling, walking, and Safe Routes to School

- Money for projects like sidewalks, crosswalks, bike lanes, trails, and more!
- Unique because program is designed to support local priorities
- Awarded by state DOTs and MPOs through competition
- Covers ~80% of project cost (requires local match, but there is some flexibility)





## Eligibility - Projects & Sponsors

### TAP Funding Supports:

- Sidewalks, crosswalks, and other pedestrian infrastructure
- Bike lanes and other bicycle infrastructure
- Safe Routes to School infrastructure and non-infrastructure
- Recreational trails
- Turnouts, overlooks, and viewing areas,
- Community improvement activities (outdoor advertising, historic transportation facilities, vegetation management, transportation-related archaeological activities)
- Environmental mitigation (stormwater management, wildlife connectivity)
- Converting highways/interstate routes to boulevards

### Who is eligible to apply?

- Local governments
- Regional transportation authorities
- Transit agencies
- State and local parks/public lands agencies
- Schools and school districts
- Tribal governments
- Nonprofits
- Small MPOs
- Other local/regional agencies that administer transportation or trails
- State DOTs may receive funds if requested by local government





# TAP in Action!

Durango, Colorado

**BEFORE**



**AFTER**





# TAP in Action!

Durango, Colorado





# TAP in Action!

Wilmington, Delaware





# TAP in Action!

Corvallis, Montana





# TAP Funding Allocations



**41%** of the remaining funds are awarded by the state DOT around the state.

**59%** of the remaining funds are awarded through competitions based on community size, with funds proportionately divided into the following pots based on population.



State DOT-run competition for communities of any size anywhere in the state.

States can choose to transfer these funds away from walking and bicycling, for example, to highway projects. To transfer funds a state must first show that it held a competition, provided robust technical assistance, and there were not enough suitable projects.

MPOs run competition in urbanized areas with populations over 200k.

State DOT-run competition for communities with populations between 50k - 199,999.

State DOT-run competition for communities with populations between 5k - 49,999.

State DOT-run competition for communities with populations under 5k.



## Why start with TAP?



- You don't have to make the case for why walking and bicycling matter - this money is intended for that use (among other things)
- There is significant money every year
  - That supports walking, bicycling, Safe Routes to School, and more
    - For every state
      - For communities of all sizes!
- Historically, the national average has been that half of TAP applications get funded. The BIL increased funding to TAP by 60-70% over five years.



# TAP – Steps to Prepare to Apply



- Visit your state DOT's TAP website
- Look for TAP competition dates and application information

Where can I find my state's TAP website and funding amounts?

<https://data.bikeleague.org/show-your-data/state-data/new-for-2023-state-funding-factsheets/>

**Do You Want Activity-Friendly Routes to Everyday Destinations?**  
Louisiana has funding for that!

Louisiana has funding for sidewalks, bikeways, trails, Safe Routes to School, and more through the Transportation Alternatives Program (TAP)! This year, Louisiana has \$18,319,478 available to award to community-identified projects.

**What kind of projects are eligible for Transportation Alternatives funding?**

The most popular are bicycling and walking projects including sidewalks, crosswalks, bike lanes, Safe Routes to School projects (both construction and programming), and recreational trails. About 95 percent of dollars go to these types of projects.

Other eligible projects are: inventory and removal of outdoor advertising; historic preservation; vegetation management; archaeological activities; turnouts, overlooks and viewing areas; environmental mitigation; and streetscape improvements related to other TAP projects.

**What about Recreational Trails?**

A small amount of Transportation Alternatives goes to the Recreational Trails Program to build paved and unpaved trails for biking, walking, and rolling as well as motorized recreational usage such as ATVs and snowmobiles. The Recreational Trails Program is often run out of the state's natural resources department rather than through the department of transportation.

**Who can apply?**

Local governments, school systems, natural resources departments, transit agencies, and non-profit organizations (usually for programmatic uses like Safe Routes to School programs and bikeshare management), Tribal governments and other local governments with authority over transportation or recreational trails.

**NEW!** Small metropolitan planning organizations that serve communities with a population of 200,000 or less, and states, when invited by a local government to do a joint application, may also apply.

**I'm interested. How can I access Transportation Alternatives Program funds?**

- If your community is within a large metropolitan area, one with a population of over 200,000, the metropolitan planning organizations (MPOs) run a competitive process for these funds. Keep an eye on your MPO's website for TAP competition dates. See below for a table referencing how much money each of the MPOs in your state have available for Transportation Alternatives. Keep in mind that in some states, communities in urbanized areas can also apply for the pot of money controlled by the state DOT, giving two chances to apply.
- For communities in other areas of the state, the State DOT runs a competitive process. The state DOT runs both a general competition where communities of all sizes can apply and must set aside funds for different size communities. Those set asides make sure small communities can have a fair shot. To see the "buckets" of funding communities can apply for, and to see how funding flows from the federal government to local projects, view this [flow chart](#). See below for the dates of your state's next competition (if known).

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## TAP – Steps to Prepare to Apply



- Look at application guidance what makes an application competitive and what pre-work is required for applicants
  - This can help you select which project will be most competitive

### SECTION 7: PROJECT BENEFITS

Check the box(es) that show the project importance to local/regional transportation, health, safety, environment, and economic development, etc. Please include data and examples to support project impacts.

- |  |  |
|--|--|
| <input type="checkbox"/> The project is included in a local or regional plan | <input type="checkbox"/> Accessibility/ Connectivity/ Mobility |
| <input type="checkbox"/> Health and Safety                                   | <input type="checkbox"/> Environment                           |
| <input type="checkbox"/> Local/ regional economic development                | <input type="checkbox"/> Other benefits                        |

Please provide explanation for all of the marked impacts. **Where possible, show the project impacts to disadvantaged populations such as the elderly, people with disabilities, minorities, and low-income residents, etc. Breakdown your explanation into the categories above. This information is crucial to how your project scores and ranks.**



## What type of pre-work may be needed?



- ✓ Public involvement
- ✓ Focus on under-invested in neighborhoods
- ✓ Resolution of support from local government
- ✓ Develop bicycle, pedestrian, Safe Routes to School, corridor, or traffic safety plan that includes projects of interest



## TAP – Steps to Prepare to Apply



- Complete project sponsor training, if required
- Complete pre-work
- TAP applications typically include both narrative and technical aspects.
  - For the technical components, like cost estimation, you may need to engage professional assistance
- New flexibility in the infrastructure law gives state DOTs funding to help get good projects in the pipeline and then expedite the delivery of those projects

Where can I get help with my application?

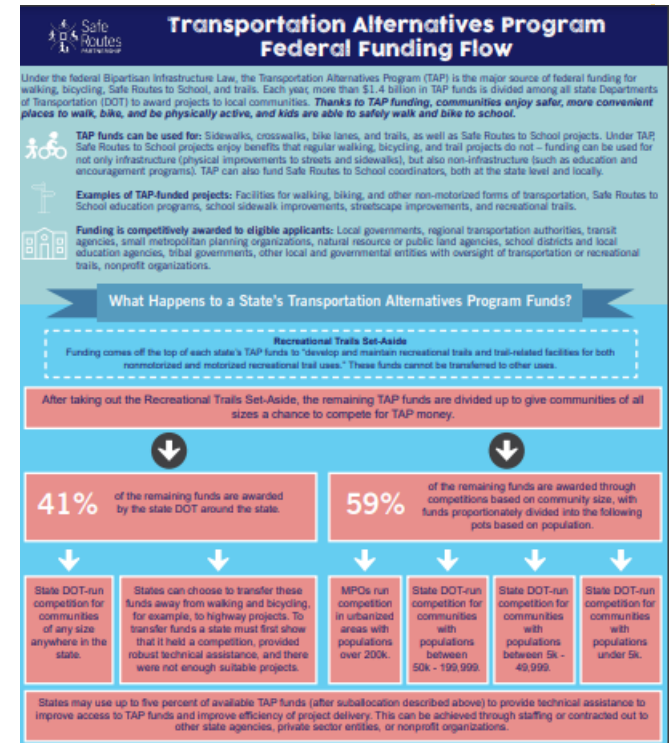
Request technical assistance from your state DOT; they have \$ to help you!



# Resources on Transportation Alternatives Program



- Safe Routes Partnership [federal policy blog](#)
- Safe Routes Partnership [Bipartisan Infrastructure Law landing page](#)
- [State-by-state TAP fact sheets](#) with funding amounts and competition dates
- Transportation Alternatives [State Implementation Tracking](#)
- Technical Assistance through Intersections Initiative [intersections.initiative1@gmail.com](mailto:intersections.initiative1@gmail.com)



<https://saferoutespartnership.org/resources/fact-sheet/federal-funding-infographics>



# USDOT Discretionary Grant Programs



# RAISE (fka BUILD & TIGER)



- Rebuilding American Infrastructure with Sustainability and Equity
- Develop large-scale transportation projects with regional or national significance with a focus on projects that address climate change, ensure racial equity, and remove barriers to opportunity
- Funding for both planning and implementation
- **Funding:** \$1.5 Billion for 2022 (\$5B in BIL)
- **Eligibility:** state and local governments / capital and planning awards\*\*
- RAISE 2021: \$417M to bike/ped; BUILD 2020 \$103M to bike/ped
- Application for 2023 just closed; estimating that next fall/early winter is when the next round will be released

# Reconnecting Communities



- Pilot program to restore community connectivity that was harmed by construction of highways
- **Funding:** \$1 billion over five years
- **Eligibility:** state, local, tribal governments, MPOs, and nonprofits
  - Planning funding, including funding for public engagement
  - Capital funding
  - Owner of facility must be on board with making change
  - Application must be tied to a specific piece of infrastructure that harms/impedes connectivity
- The first round of funding awards was just announced at the end of January; estimate that a new call for proposals will come out later this year



# Questions?

We're here to help!



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